

**Executive Committee for Highway Safety  
Lane Departure Working Group  
Meeting Minutes – Mtg. #4  
November 15, 2004**

**Location:**

Transportation Management Center Conference Room @ 10:00 a.m.

**Committee Members in Attendance:**

Jimmy Eatmon	Joe Geigle	Calvin Johnson	Terry Hopkins
Bucky Galloway	Cliff Braam		

**Scribe:**

Cliff Braam

**Minutes:**

- The meeting began at approximately 10:10 a.m.

**Task I – ECHS Update**

Steve was absent from the meeting due to a last minute conflict. In his absence, there was no update on the last ECHS meeting. However, Cliff told the group about the Comprehensive Highway Safety Plan conference that he, Terry and Joe attended in Kansas last month. At the meeting, there were representatives from 47 states discussing their safety plans (same thing as N.C.'s Executive Committee for Highway Safety). Some states have not started the process yet, and of the states that have begun, most only have a plan or document and have spent a large amount of resources (people) in producing their document or work plan. Very few of these states have actually begun implementation of their plan. N.C. is still in the forefront with the progress being made within each of the various working groups that have been established.

**Crash Location**

At the last meeting, the question was raised as to whether crashes, in particular, fatal crashes involve local people or people from out of town. This question was raised due to one of the potential strategies that the group was discussing concerning providing guidance for horizontal curves.

Bucky and his office looked at fatal crashes for the years 2000 – 2004 that occurred within Henderson and Buncombe counties and looked at the distance between the location of the fatal crash and the person's home address. In Henderson county, 74% of those fatally injured were 15.0 miles or less from home. In Buncombe county, this number was 84%. The conclusion was that these people should be familiar with the roads around and near their homes, that these are roads on which they likely travel frequently and therefore countermeasures such as improved signage and delineation of curves may not be overly beneficial, since these individuals are/should be aware and familiar with the roads on which the crashes are occurring. It was also noted that these two counties typically have higher than average tourism and therefore, the

percentage of those killed in fatal crashes that live within the 15 mile radius may be higher for other counties.

## **Task II – Review of Top Strategies**

At the last meeting of the Executive Committee for Highway Safety (ECHS) on October 20, Steve presented the group's strategy on Geometric Enhancements to the ECHS and the ECHS approved the strategy and instructed Steve to move forward with the Strategy. It has been decided that Steve's office (Chief Engineer – Operations) is the appropriate place to host and implement this strategy and Steve has agreed to do so.

Although Steve was not present today, Cliff and Terry met with him prior to the work group meeting to discuss implementing this strategy. It was decided that this strategy would be integrated with the many other programs that the Division offices administer instead of being added on as a separate program. Safety data will be a considering factor, but not the driving and only justification for future projects, enhancements, etc. in these programs. Traffic Engineering will provide GIS type maps for the Divisions showing where the crash problems are for target type crashes as requested. There was some group discussion concerning the implementation of the strategy as follows.

Bucky	It may be that the Regional Traffic Engineers could work with the Division offices to help pinpoint candidate locations for projects.
Jimmy	There needs to be a coordination with the District offices too since these are the ones who typically put together the list for resurfacing projects.
Cliff	If there is not enough money to widen shoulders on an entire section of road, then we may could look at doing so at isolated locations along the road where target type crashes have occurred (i.e. in curves).
Bucky	There really needs to be a separate supplemental source of funds (aside from the resurfacing money) to specifically address the safety issues that may be encountered so that the limited funds for a particular project type (i.e. resurfacing) for which there is already a lot of competition, are not utilized.
Jimmy	Need to for the RTE and DTE to coordinate on their priorities and get this list to the District office. This should be done early enough in the process so that it can be considered and questions asked if needed.
Bucky	Would like to see the list before they are finalized, but the problem is that often, these list are put together at the last minute.

## **Task II – Discussion of Next Strategy**

The group next discussed possibilities for the next strategy to address Lane Departure Crashes. Among the issues mentioned were Clear Zones, use of guardrail on secondary roads to prevent vehicles from leaving the roadway and looking into the driver's education program and what students are being taught (if anything) about how to correct when they run off the side of the road (and not over correct).

After some discussion, the group decided that the Driver's Education component would be the focus of the next strategy. It was also mentioned that several of the other work groups (Increasing Seat Belt Usage and Keeping Drivers Alert) had also mentioned this as a potential strategy.

Cliff was assigned to take the lead on researching the information, working with members from the other working groups and drafting this strategy.

- The meeting was adjourned at 3:00p.m.

### **Action Items:**

<b>Name</b>	<b>Item</b>
Braam	Set up Technical Working Group comprised of members from the various existing working groups that have mentioned examining the driver's education program and develop a strategy to address the identified issues.

Next Meeting:            January 18, 2005 from 10:00 – 12:00  
                                 Transportation Management Center Conference Room